

Goal IV: Maintain and enhance a transportation system to meet the needs of the City and its surrounding communities.

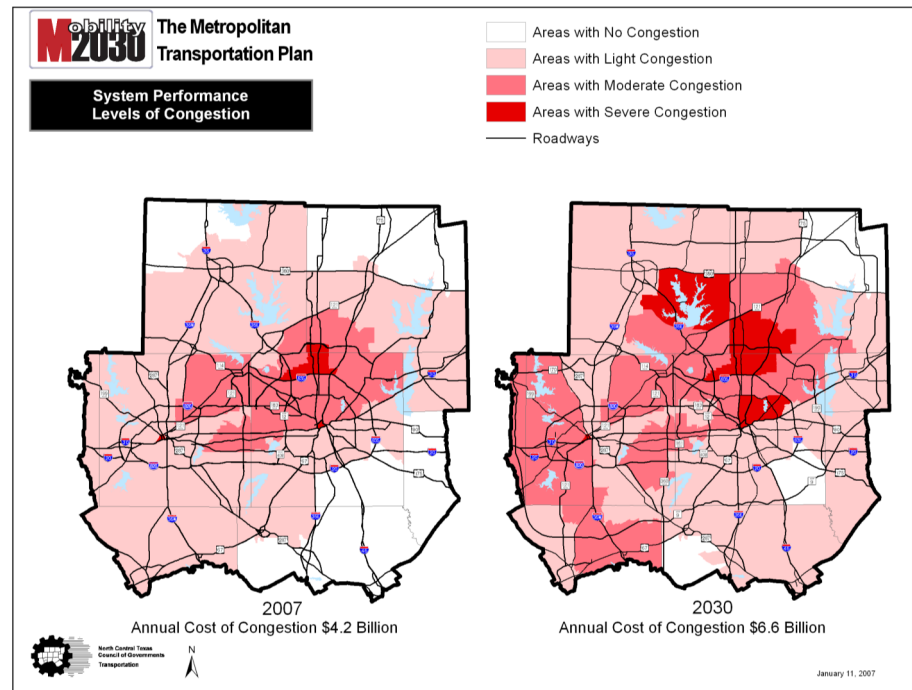
- Objective 1
Monitor system components to determine needs
- Objective 2
Construct new infrastructure to meet the needs of the system
- Objective 3
Maintain existing and new infrastructure to prolong the life of the system

This goal not only focuses on roadways, but also extends to an interconnected system that links multimodal uses.

Objective One monitors the system components to determine needs. The City has a transportation system consisting of roadways, pedestrian and bicycle facilities, special needs transit, and the airport. As the city grows and evolves, the transportation needs will change. The strategies to achieve this objective are to solicit input from the public, and to utilize technology so as to determine the most efficient way to improve the system.

Objective Two focuses on construction of new and innovative infrastructure. Implementing the strategy begins with developing a plan that identifies and prioritizes the needs to gain maximum benefit from investments.

Objective Three ensures that the existing and new components of the system are in working condition. Preventative maintenance is the key strategy in achieving this objective. Proactively implementing maintenance before a component fails keeps the system operating effectively and allows the system to expand. The life cycle of the elements of the system need to be monitored to determine when maintenance is no longer a viable or cost effective option. Key strategies in implementing **Objective Three** are to utilize the monitoring data and a cost/benefit ratio.



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Mobility Arlington

This strategy is an outgrowth of organization and community work on the following City Council outcomes and priorities:

- The City focuses and moves forward on transportation solutions.
- The City is making progress in identifying and addressing infrastructure needs.

Introduction

Since 1950, Arlington has grown from a small suburb of under 8,000 into a major city with a population over 367,000. Occupying the geographic center of the Metroplex, the city is at the crossroads of transportation systems radiating outward from both the east and the west. Though it is now the third largest city in North Texas, Arlington has not historically been a focal point for regional transportation resources. However, with the region's population projected to nearly double from 6 million to 10 million by 2040, Arlington's major new entertainment and shopping developments, and its continuing desirability as a place to raise a family, the stage is set for Arlington to be at the center of the coming economic boom. Through this transportation strategy, the City of Arlington is taking responsibility for ensuring that people and goods can efficiently move to, through, and from the city.

Challenges presented by continuing, vigorous growth along with constraints imposed, in particular, by regional air quality problems necessitate a sustainable approach that includes transportation playing a key role. According to the most recent U.S. Census, 61% of working-age residents travel outside the city to work. Thus, Arlington's auto emissions contribute to the region's noncompliance with federal ozone air quality standards. Remaining out of compliance and without an appropriate plan to improve air quality means we risk damage to public health, penalties on future transportation funding, and missed economic development prospects.

The transportation strategy will work in conjunction with other strategies to reduce travel time and overall contributions to mobile emissions and increase the sustainability of future development so Arlington can be an important part of the region's clean air solution while serving as an economic engine. Among the components of a sustainable approach are ensuring an interface between land use and transportation, planning for alternative transportation modes, and the coordinated evaluation of alternative future demographic scenarios. With these issues in mind, the transportation strategy aims to improve Arlington's regional position by pursuing several goals and objectives to upgrade our transportation system and promote collaborative action between the public and private sectors. It provides a blueprint for action on a range of vital needs from accessibility and mobility for both people and freight to coordination and multimodal system development.



Goal I: Promote and enhance accessibility and mobility throughout

- Objective 1
Reduce congestion
- Objective 2
Improve air quality and energy efficiency
- Objective 3
Provide more travel choices
- Objective 4
Increase safety and security

The purpose of Goal I is to promote and enhance accessibility and mobility throughout the City. By increasing mobility and accessibility, other strategies are supported, such as economic development, neighborhood enhancement, the environment, and the overall attractiveness of the transportation corridors.

Objective One focuses on reducing congestion and improving traffic flow through signal coordination, incident management, street design and strategic planning.

Ways to reduce congestion include assessing feasibility of adding turn bays and additional lanes to intersection, as well as planning for alternate routes or

other means of transit during special events

Environmental concerns are addressed in **Objective Two**, which focuses on improving air quality and energy efficiency. The City is committed to contributing to the region's attainment of air quality standards and will consider environmental effects when making decisions regarding transportation.

Objective Three provides alternative modes of transportation. Community and public-private partnerships will be encouraged and supported to develop new transportation systems for dependent groups and areas of redevelopment.

Operational and financial feasibility and acceptability should be researched and evaluated for various public transportation

modes. This objective also ensures all persons have accessibility to the transportation system. ADA accessibility will be incorporated into all design and planning efforts for existing and future transportation projects. Currently, the Handitran service does not fully meet client demand and is dependent on the general fund. Alternative funding sources should be sought to address these issues.

The focus of **Objective Four** is to increase safety and security through utilization of traffic calming measures to discourage speeding and red light running. Additionally, consideration will be given to safety and security when making decisions about transportation. Design aspects such as well-lit streets, shelters, stations, and bike routes that are pedestrian friendly will strengthen safety and security in those communities.

Goal III: Prioritize internal and external coordination

- Objective 1
Cultivate improved access and mobility to, through, and from the city
- Objective 2
Organize the disparate elements of Arlington's transportation system into a coherent multimodal system with regional outlets
- Objective 3
Use regional action to enhance the city's transportation network

Objective One aims to cultivate improved access and mobility to, through, and from the city. This is to be accomplished by developing transportation projects in consultation with community, nonprofit, and workforce development agencies to enhance access from struggling city sectors to employment and needed social services. Also, ongoing communication and outreach with neighboring public and private organizations will ensure projects are compatible across jurisdictional lines.

The goal of **Objective Two** is to organize the disparate elements of Arlington's transportation system into a coherent multimodal system with regional outlets. This will be achieved by aligning city transportation, economic development and land use development and planning efforts to accomplish the following: reinforce impacts of resource deployment, reduce instances of departments working at cross-purposes, and establish project-based connections to major regional economic centers as well as state and national

transportation corridors.

Objective Three urges regional action to enhance the city's transportation network. To do this, the city should develop cases for strategic regional action on key Arlington transportation dilemmas, use participation in regional and statewide planning processes to influence decisions that improve access and mobility to, through, and from the city, and lend support to projects elsewhere in the region that advance our transportation goals.

Goal II: Enhance Accessibility and Mobility for Freight

- Objective 1
Improve the operations of the existing freight transportation system.
- Objective 2
Maximize the safety and security of the freight transportation system.



Goal II aligns with economic development and environmental objectives for the City. By improving operations, maximizing safety, and promoting collaborative action between public and private sectors, Arlington will have greater business potential and cleaner air. Public-private partnerships allow for greater collaboration with ideas and funding. Goal II's strategies explore opportunities to build these partnerships while increasing public sector awareness of the trends in private sector freight operations and investment. Public-private partnerships can also support

development of intermodal facilities within the City's industrial district.

Objective One discusses ways to improve the operations of the freight system that is currently in place. Strategies included in this objective are research to determine gaps and inefficiencies; identification of emerging transportation needs; and the reduction of possible conflicts between freight and other modes of transportation.

Objective Two seeks to reduce transportation conflicts, and maximize safety and security in the freight transportation

system. Strategies to achieve this objective include resolving motor vehicle and rail freight conflicts, maintenance and optimization of the infrastructure, promotion of positive freight transportation land use patterns, and the preparation and implementation of plans that address environmental and safety issues. These issues include air quality, Homeland Security, and hazardous materials.

